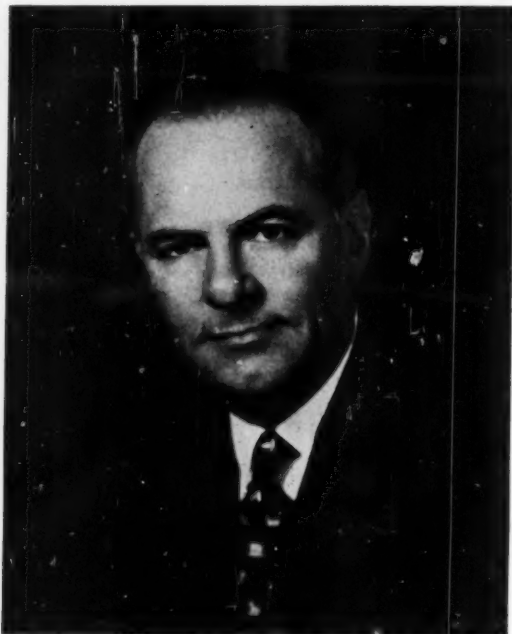


# LAW *AND* ORDER



The following are the names of the  
 members of the Law and Order  
 Committee, which was formed  
 to study the problem of  
 lawlessness in New York City.  
 The committee is headed by  
 Mayor John Lindsay, and  
 includes representatives from  
 the police, the courts, and  
 the community. The committee  
 will report its findings to the  
 Mayor in the near future.



## John Lodge

For the well-being of our people, law must be not only intelligently enacted but intelligently enforced.

It has been well remarked that government is not mere advice. It is authority with power to enforce its decisions.

Without proper police protection, all other services would fail or be seriously hampered in carrying out their assigned functions. An enlightened, intelligent, efficient organization working within the established constitutional and legal limitations, fully respecting the rights of the individual, is a bulwark of our system of representative government.

It is noteworthy that in subversive attempts to disrupt the orderly process of government, the police service is one of the first services to be attacked. The importance of the police officer in the scheme of good government is readily recognized by the public enemies who would destroy our American system.

The importance of the police officer in relation to community welfare is not always fully appreciated. Similarly, there are instances of police officers who do not completely realize the importance of their function in government. In the field of law enforcement there is especial need for the establishment and maintenance of mutual confidence, based upon a mutual understanding and appreciation of common problems.

# GUEST EDITORIAL

Administrators in government under whose direction police departments are recruited, trained and operated, bear a heavy responsibility to the public. If the citizen does not receive a high quality of police service, a large share of the blame frequently falls upon these administrators.

An effective program of recruit selection, entirely independent of political control gives a firm foundation for an effective police department. An intensive training program to prepare the recruits for the complex work of a modern police department, coupled with an in-service program to keep all officers abreast of the latest techniques and methods must also be provided. Moreover, up-to-date facilities and equipment are essential to an adequate law enforcement agency.

Here in Connecticut we take very great pride and satisfaction in the unusual efficiency and the high morale evident in our State Police Force and in many of our local police organizations.

Special burdens fall upon our police establishments. With the tense international situation which confronts this nation today, civil defense is an important requisite of our national defense.

Police personnel, equipment and communications play a prominent part in our civil defense planning here in Connecticut. Herein lies a further reason for developing our police departments to a high peak of effectiveness and esprit de corps. To be prepared and trained to meet emergencies is an essential duty of all police organizations. If that emergency should be national in scope and produced by enemy action in an all-out attack involving sabotage and atomic bombing, an unprecedented responsibility would be placed on our police services.

The importance of our police forces in their day-to-day duties of preserving the peace, enforcing the laws, protecting life and property, preventing and detecting crime, apprehending criminals, promoting safety and controlling traffic should be appreciated by the public and thoroughly understood by the police in order that our police organization may carry out their daily tasks with a maximum of protection and a minimum of interruption to the society which they serve.

**Governor of Connecticut**

# LAW AND ORDER

AN INDEPENDENT, PROFESSIONAL MAGAZINE  
FOR ALL CONCERNED WITH THE BUSINESS OF LAW ENFORCEMENT

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## INTRODUCING —

### David O. Moreton

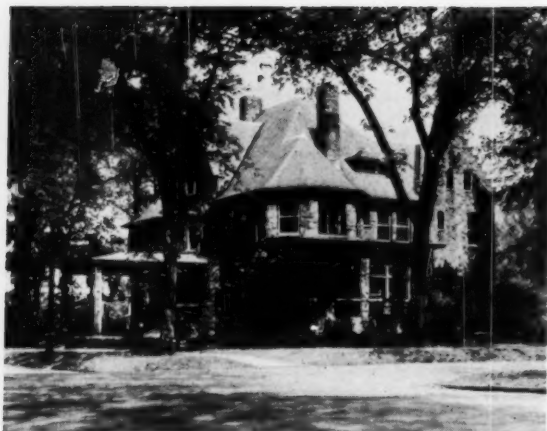
We are making an endeavor to acquaint you with the various members of our staff. This month meet Dave Moreton. A "thumb nail" sketch tells us he attended the University of Miami and the University of Tennessee. He is a graduate of Manhattan Technical School and of Cooper Union in New York City. Dave has been award-

ed the Science Grant of the American Museum of Natural History. For three years he was with the U. S. Army Air Force. He is a member of the National Rifle Club and also the Antlers Rifle and Pistol Club. At present Dave is preparing a series of articles on guns and pistols for LAW AND ORDER. He also is doing a series of Book Reviews on books that have great interest to law enforcement officers.



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The Traffic Institute of Northwestern University at Evanston, Ill.



Each student that has been selected, has potential administrative abilities

## The Traffic Institute—*Training Men in Leadership*

When our magazine was in the planning stages, we conducted a survey among police chiefs asking what editorial content would be most welcomed in the field of law enforcement. Our survey revealed that the number one concern of officers everywhere was traffic control.

It is estimated that over 53,000,000 motor vehicles are now on the streets and highways of our nation, practically double the capacity for which these roads were planned. New cars come off the assembly line at a much faster rate than old cars are claimed by the junk yards. The congestion on the roads will become a hopeless muddle if steps are not taken to control it.

Realizing this, we went to Evanston, Illinois last month for a first hand look at the Traffic Institute of Northwestern University. We were cordially received by Mr. L. J. McEnnis, who gave us the services of his capable assistant, Mr. Robert Hume. Bob Hume was our guide, and patiently answered the many questions we asked him.

Modern traffic control, in all its phases is a science. Every decade produces men gifted with a vision of the future and its needs. In the early 20's there were a few men who were conscious of the probable growth of the traffic and they prepared to cope with it. Even before the founding of the Traffic Institute in 1936, the idea of such an organization was formulating in the minds of certain men in the Evanston Police Department. Foremost in this group was Franklin M. Kreml, a motorcycle policeman who also studied law. He combined his studies and his job to great advantage in the reduction of accidents. Fortunately he had a progressive chief and a sympathetic administration. The "Evanston Plan" which won the Grand Award in the National Safety Contests in 1932, 1933 and 1935, gained national recognition and other cities requested Kreml's services.

In 1932 a conference of Midwestern Police officials was held by Northwestern University's Political Science Department. Because of the vital interest displayed in traffic control, the outcome was the establishment of a two week course under the joint sponsorship of the Evanston Police Department and the Political Science Department of the University. The class was so successful that it became an annual event. In 1936 the University's Development Committee granted \$3000 plus a housing grant of about \$2000. Additional grants came from the Automotive Safety Foundation. The Lumberman's Mutual Casualty Co., Chicago, agree to provide assistance to police officers attending the nine months course in police traffic administration. These funds are known as the Kemper Foundation funds.

The year the Institute was founded the International Association of Chiefs of Police established its traffic division. It too, had the purpose of providing field service to city and state police departments. The services provided were closely allied to those of the Institute's training program. The two groups joined forces and today operate practically as one organization in this endeavor.

At the present time the Institute has a staff of 42. Ten are instructors with a background of long association in the law enforcement field. Having a former cop as an instructor, rather than a theoretical professor adds authority and the ring of practical experience to the traffic course.

The Institute is very judicious in the selection of candidates for the nine months training course. Only 32 applicants are accepted under the Fellowships. An even balance between the number representing state and the number representing city agencies is maintained.

The Kemper Foundation for Traffic Safety provides fellowships of \$1650 and a \$500 tuition. This is the





By measuring skid marks it is possible to estimate the speed of an auto

(Right) Accident Investigations is an important part of the Institutes' Training program



first year that the Kemper Foundation has assumed the entire financial fellowship program. In previous years, half of the amount was provided by the Automotive Safety Foundation of Washington, D. C.

Of the many activities of the Traffic Institute, most emphasis is given to the training program. The chief objective is to send men back to their own cities to organize and administer the rules of safety and traffic control in an executive capacity.

In our interview with Mr. Hume, we particularly wanted to know how an applicant was selected. He explained, step by step, the processing of an application. Usually the policeman is on full salary, paid by his town, city or state. The first introduction to the applicant comes in a letter from his chief. The chief, recognizing the need for trained traffic personnel, recommends the candidate. As soon as the application is received, the Institute sends a preliminary questionnaire to the candidate. The applicant answers the questions and returns it to the Institute as soon as possible. His paper is then reviewed by the examiners. In many ways, this first contact gives the examiners a look into the personality and a rating of the candidate's I.Q. If the initial screening is acceptable, a field representative of the Institute is sent to interview the applicant. By surveying the need for a trained man in the locality and talking with the applicant and his chief, the field man gets a better picture of the advisability of accepting the candidate. The scholastic standing of the applicant does not play an important part in his selection. Men with potential executive and administrative abilities are the qualities most sought. The police chief plays an important part. The field man asks the chief why he wishes a man to attend the Institute. If he replies "We need a man around here who knows something about traffic", the chances are that his candidate will never leave for the Institute. On the other hand if he says "This man will become a member of my staff and head up a traffic

department", it is a step in the right direction. Whenever possible the field representative visits the applicant's home and observes his domestic life. If the candidate has a sickly wife—or perhaps ailing children—trouble of any sort, his chance of being selected diminishes. The Institute acts upon the supposition that only a man with peace of mind can do the best work. A complete report is given to the board at the Institute. All reports on applicants are gathered and considered by a board consisting of representatives of the IACP, Northwestern Traffic Institute and the Kemper Foundation. The field representative's notes are carefully studied. Also a very important factor is the geographical location of the applicant. For instance, if a city on the West Coast already had several graduates at work in that locality, the wiser selection would be to give preference to a candidate whose services would be needed at a location that had no trained men.

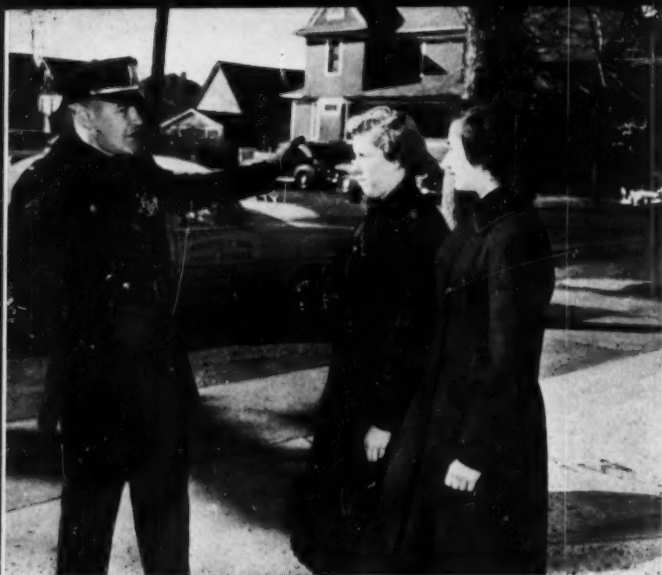
In its seventeen years of training at the Institute in Evanston and at universities throughout the United States on a regional basis, it is estimated that almost 7000 students have received instruction.

The activities of the Institute may be divided into many parts. With the ever increasing traffic comes legal problems. In co-operation with the American Bar Association, the Institute studies traffic court operations and administration. It helps to organize and promote an effective system by which violations can be processed.

Another service the Institute renders is to assist in drafting municipal ordinances and state traffic codes. In addition it can furnish counsel on the organization, administration and facilities needed to develop the most effective traffic engineering.

There are many courses given by the Institute which are available at various tuitions. Among them are instruction on: Accident Investigation, Traffic Records Systems, Traffic Law for Police, Examiner Records and

(Continued on Page 12)



**"Frequently they come to us asking advice or explanation of driving laws"**

A bad habit is like the ruts in a country road. It is sometimes difficult to break away and wheels tend to follow the line of least resistance. There is one recognized way of eliminating ruts and that is by laying a firm foundation. To educate the teen-age driver, we cooperate with the high school authorities and have made arrangements to give "talks" to this group of new drivers on the subject of safe driving. This program has paid off in extra dividends.

**Lt. Cole and Arthur Joher, the school driver program instructor, join together to make better drivers in the teen age group.**



## **The Teen-Age Driver**

by

Lieutenant Russell J. Cole

Traffic Bureau

Ridgefield Park (N. J.) Police Dept.

How many times have you heard the remark "... but he's just a KID"? That "kid" may have just passed his 16th birthday and is now eligible to obtain a permit to drive his father's car. Father usually elects himself to be the teacher and proceeds to instruct his son in all of the same bad habits that he has been doing for years. Of course, he is not aware of the fact that they are bad habits because he hasn't been picked up, stopped or been caught doing an illegal act in driving. (I do not mean to imply that ALL fathers are bad drivers.) This illustration is given as background to the familiar alibi a teen-ager uses when he is stopped for a common violation. Such remarks as "My father said it was all right" and "My father does it this way all the time" are the usual excuses.

It has been the practice since the high school regular "Driving Education" course has been included in the curriculum, for the police department to present twice a year a short course which we call "Behind The Wheel."

It is instruction on Motor Vehicle Law and information regarding phases of the law that students don't see and hear about every day. It is these little fundamentals that we of the traffic department are concerned about and not so much the driving. We also have a question and answer period. Some of the questions are quite technical and we must be ready with the right answers. Through these questions we can get a good idea of the mental make-up of some of our new drivers.

Working with the teen-age driver before he or she can get into trouble is one way of maintaining a good safety record. We are proud of the fact that last year, the record shows no teen-ager of our town involved in any accident or motor vehicle court. Frequently student drivers come to us asking advice or counsel. We hope that when they are on their own, in their own car, they remember the things we have taught them.

## A "Working With Youth"

### Article

This is the second of a series of articles on "Working With Youth" designed to show how good police work starts with the teen-ager.

EDITOR

Of course it is a recognized fact that the function of the law enforcement agency is not to teach the primary elements of good behavior such as courtesy and politeness. Those qualities should be developed at home.

One of the great sources of mystification is the fact that so many nice kids—pleasant, intelligent and normally courteous, undergo a change of personality when they get behind the wheel of the car. They become victims of the "big shot" complex.

Getting the bad habits out of their systems or starting them on the road for safety is part of the job of instruction. We call to their attention some of the following things that are common to the teen-age driver:

1. Place hand in an unstable position on the wheel.
2. Uses one hand by force of habit.
3. Steers abruptly, not smoothly.
4. Rests left arm out of window.
5. Fails to remember hand signals.
6. Forgets he has a rear view mirror.
7. Blows horn and hopes other drivers will stop.
8. Fails to use courtesy on the road.
9. Cuts corners, thinks it quicker that way.
10. Fails to yield at intersections. He got there first.

Just a thought on "teen-agers and romance" — It is said that "Driving with one hand, can land you in church . . . either a wedding or a funeral."

The National Safety Council reports that there are more teen-age driver accidents than ever. Why should this be? The teen-ager is quicker in his reactions and responses. He is able to act quicker in an emergency. By all reasoning he SHOULD be the best driver—but the factor of "more daring" and "willing to take a chance" involve him in accidents. The records indicate that speed is the greatest element in teen-age accidents.

March, 1953



"The lack of hand signals cause accidents"

The law enforcement officer certainly has no desire to make it tough on the teen-agers as a group in the driving picture but when one sees so many good people smashed up in needless wrecks, he makes an effort to drive the lessons of safety home . . . We try to impress the student with the quotation, "it's not what's under the hood that counts—it's what's under the hat."

It has been agreed, all over the country that "driver education" is a highly significant part of the high school responsibility in education.

A special street is blocked off and used for "Driver Education" Instruction





## Chiefly Chatter

**MICHAEL A. LENTZ**

*Superintendent of Identification  
Philadelphia Police Department*

On the seventh floor of the Municipal City Hall building is one of the busiest divisions of the Philadelphia Police Department. This Bureau has a staff of seventeen men, each man a department by himself. The fingerprint division requires that no man be a specialist in one phase of fingerprinting but that each man be able to know every job in the department from the rolling of the prints to the classification and identification of the subject.

Philadelphia is fortunate in having at the head of this department a veteran who has spent the last 23 years in the Criminal Identification Department, and on February 16th he celebrated his 31st anniversary with the department. Michael A. Lentz came to Philadelphia just after the first world war and started as a Post Office employee. In 1922 he became a clerk in the Philadelphia Police Department. He was ambitious and when the opportunity came for him to move into the C. I. D. in 1930, he took it. At that time only two men were in the department. His knowledge of fingerprinting and his aptitude for the task lead him to be appointed assistant chief in 1943. In 1949 he became the head of the department. Under the new charter of Philadelphia his office is called Superintendent of Identification.

"Mike" Lentz was born in Brooklyn, N. Y. He is not the large, imposing type of man but rather the alert, energetic type. When asked if he was married, he answered very emphatically "No, I'm still happy." Before coming into the Identification Department he had no knowledge of fingerprinting and will tell you everything he has learned came from experience. Although he will agree that there are many good schools to teach the

## ..more than money

*by Captain Paul V. Ashenhust, Dallas, Texas*

*(Editor's Note. In our January issue we asked the question "Why is a Policeman?". The following contribution is an answer.)*

Before I answer this question may I make it plain that men are not policemen for the reason that it is the best paying job they can find. Men may accept any job during a period of depression but a depression does not last for the entire span of a policeman's work life and though at the time a policeman's salary may be the best he can do financially it is true in almost every case that a few months or at the most a few years brings him job offers which promise more money, better hours, better working conditions and more rapid advancement. This has definitely been true for more than ten years.

Since the day of Pearl Harbor almost any policeman anywhere has had many such opportunities and has seen men working by his side leave the ranks of law enforcement and in another field rapidly rise to positions paying more money than any man on the force including the Chief. The high standards required for employment on any first class police department today

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science, nothing can be better than actual experience. He will tell you that his job is just routine and void of any glamour or excitement. When first he came to the department as a young man the thought of meeting murderers, gamblers, gunmen and all kinds of criminals promised to be exciting and interesting. He soon found out that these were just ordinary people, not unlike those one meets in everyday life. His job is just a job.

Although that is the way he would have an interviewer believe, in reality it is not quite true. There are always new problems or new developments that keep him moving. The usual system of handling fingerprints is to send one copy to Washington, one copy to the place the subject lives or originates from, and one copy to the files. Recently he received two sets of prints from Israel. The writing, numbers and all information was in Hebrew, which is quite different from Jewish and it was necessary to find a Hebrew scholar for the translation.

The files on the seventh floor of City Hall contain from one and a half to two million sets of fingerprints. It is the busiest place you can imagine. While getting to know Mike Lentz, our conversation was continually broken by people coming in and out asking questions and receiving instructions. On that day a set of prints had arrived in France. A man was picked up for beating his hotel out of its bill. Philadelphia already had a set of his prints, as he had pulled the same stunt over here.

It is always a pleasure to meet and talk to a man who knows his business. Michael A. Lentz is proud of his department and his department is proud of him.



are such that an applicant who can meet them can usually walk a block down the street and find a job which most people would consider had more to offer.

A few months after V J Day I entered the headquarters of my department to discuss my return to duty. I was a patrolman on leave to the armed forces. The greater part of my working years were in the past. I was middle aged. I had been gone for five years. I found many things different than they had been when I left. Not only had there been a decided change in the administrative officers of the Department but even the organization of the Department had changed. The majority of the patrolmen and a few of the supervisors were unknown to me; they had joined the force after I left. Several officers with whom I had worked had advanced three or four grades, during my absence. Men I had left as Patrolmen and Sergeants were among the higher ranking officers of the Department. Of course much of this had been caused by the absence of large numbers of men from the Department, but the same radical changes had occurred in business.

Why was I coming back after five years absence? Was it because I could do no better than a Patrolman's pay if I sought a change? Could I not find a place in private industry?

I had been successful in my military service. I was a graduate of two of the finest army schools. I was wearing the crossed rifles and silver leaves of a Lieutenant Colonel of Infantry. I had years of experience as a commanding officer, years in which I had administered successfully a unit twice as large as the organization to which I was returning, where I would take the lowest rank. My friends, many of them, advised me to look elsewhere. I did not have to look—I had already been approached.

I had been offered a job paying about twice what I would draw as a Patrolman. This job meant much more money, a beautiful furnished office, forty hours work week, daytime with regular hours and all holidays. In the Department I would return to a dingy basement, overcrowded, poor facilities, subjected to any kind of assignment. I might work inside a crowded, cluttered, uncomfortable office, or I might work outside in the cold or rain or heat. I would work six days every week. Holidays would simply mean more hours and harder work. I would work many hours overtime without pay. My tour of duty would change every month. Why was I returning to work as a Policeman? I was ready to start life anew. It would not entail a breaking from the force, from old friends. That had occurred when I entered the service. So it was not a question of taking the plunge into something new which was deterring me. My life for five years had been a constant change, a change in duty, responsibility, assignment, rank, location and even in the persons with whom I was associated. No, it was not that. Security had something to do with it. There was the pension I could draw in my later years. Knowledge of the job was a factor. And yet—the comfort, the work hours, the opportunity to spend more



time with my family from whom I had been separated for so long, were all valid reasons for making the change. Why did I turn down this opportunity? Because I wanted to be a policeman! It is a satisfying job. It affords opportunities found nowhere else, opportunities to do good, to set a kid on the straight path, to help someone who has seen better times.

Why be a policeman? Perhaps this question could be answered by asking a few. It is hard to look inside, under the blue shirt with the brass buttons, and write down on a piece of paper what is inside of you.

Did you ever ride the darkened streets of the city you love knowing that the thousands of people safely asleep in those hundreds of homes depend upon you?

Did you ever find and soothe a frightened, bewildered, lost child, after hours of searching, even as you, too, were despairing of success? Did you see the mother as she snatched this child to her breast? Did you ever feel that surge of confidence and pride as you heard a worried, tired but relieved voice say "It's all right now, the police are here"? Did you ever stand in the midst of violence, cool and calm, and gather the situation into your confident, capable hands, assuming command where "big wheels" of industry or business were lost, confused and powerless to act?

Have you felt the sense of adventure and confidence as you began your duty tour at midnight knowing that anything might happen and that you could handle it when it came?

Did you ever ride hour after hour through the silent night with a man at your side knowing he would stand with you, regardless of consequences, even death, when the going got tough?

Did you ever hear the Captain at roll call read a routine memorandum asking for blood transfusions for a policeman's wife or kid and see fifty blue clad arms thrust upward to volunteer?

Have you ever watched a long line of men, big men, courageous men, as they moved slowly down the aisle

(Continued on Page 11)

# Notes on Evidence

One of the most intricate of all necessary procedures in the routine of a policeman is the gathering and preserving of evidence so that it may be presented in a proper manner. A policeman is a jack-of-all-trades woven into one profession—that of law enforcement. Although it takes a young man many years to attain his law education to be an attorney, the policeman must have a knowledge of law and municipal ordinances the moment he takes over his job. As an arresting officer in a criminal case, very often he is the first contact with the suspect and much depends upon the manner in which he conducts himself.

The officer's attitude toward the apprehended person can very often determine a conviction or a mis-trial. What statements he makes, what questions he asks and the manner in which he extracts information have an important bearing on the outcome of the case.

The dictionary defines the word evidence as: "whatever makes clear the truth or falsehood of something". Evidence in the courts of law is the substance presented to prove a statement of fact. All statements must be proven conclusively so as to withstand the test of a "reasonable doubt". The law of our land is so written that every man is innocent until he is proved guilty.

In this matter of evidence it is not expected that a policeman prepare a complete court presentation of a case. That is the work of an attorney. It is, however, vitally necessary that the officer gather together all the pertinent facts for the lawyer to build his case. He must work closely with the attorney who represents "law" as the policeman does "order".

Evidence is classified in three categories. The first is called **DIRECT EVIDENCE**. As an example: If John Smith were driving his car at sixty miles an hour in a thirty mile zone and was arrested after being trailed by Patrolman Jones, the testimony given by Jones would be **DIRECT EVIDENCE**.

The second classification is called **CIRCUMSTANTIAL EVIDENCE**. To illustrate this let us take the case of the robbery of the safe in the corner store. An alarm warned the patrolman who reached the scene of the crime just as the robber was making his escape through the open window. In his hand he has a bag containing articles stolen from the store and in his pockets were tools with which he could have forced entrance to the store. He would be arrested, and the evidence given would be **CIRCUMSTANTIAL EVIDENCE**.

The last classification of evidence is the most obvious. It is called **REAL EVIDENCE** and it is mostly a matter of identification. In this class we find items such as pictures, fingerprints, a bottle of medicine, and things which require no explanation. This type of evidence is the most important. It is physical evidence and must be handled with extreme care.

If possible each bit should be marked for recognition at a later time. A sharp, pointed instrument can sometimes be helpful for scratching initials to aid in positive identification. However, common sense must be exercised, to insure that one does not deface or destroy evidence. If a bullet is to be presented as evidence, it would not be very bright to scratch a mark on it that might interfere with the finding of the ballistics expert. There have also been times when an investigator's fingerprints were found all over the evidence much to the embarrassment of the prosecuting attorney.

The best possible evidence, in any case, is an eye witness—someone who actually saw what happened.

Paramount in the mind of the attorney and the officer is the admissibility of the evidence they have collected. All evidence is concerned with pertinent facts and materials that will be admitted to court to justify the guilt or innocence of an accused party. The strength or weakness of a case is not the primary concern of the officer. His job is to gather the facts. He takes no one's side and presents his findings to the attorney, who will carry on the job.

The court will not permit hearsay evidence to be presented in any manner. If a witness can say "I was looking at Jones as he crossed the street and I saw the car turn the corner and hit him" that is eye witness testimony and acceptable in court. On the other hand if one should say "I was reading the paper and I heard the squeal of brakes and a cry. I looked up but didn't see Jones but Smith told me he had been hit by a car", such a statement would be regarded as hearsay and consequently would not be acceptable in court.

A simple experiment can prove how "hearsay evidence" changes and becomes unreliable. In a classroom a teacher whispers a story to the first pupil who in turn whispers it to the

person in the seat behind and so on through the classroom. The last person hearing the story is asked to repeat it as he heard it. Invariably it will have only a slight resemblance to the original story, illustrating how facts change, when repeated.

There is another excellent reason why the court refuses hearsay evidence. It believes that every man has the right to be confronted by his accuser. That is not possible when a third party is involved. The jury likes to see the accuser because it can then evaluate the weight of the testimony.

Of course, like every other rule, there are exceptions. These have to do with "Confessions" "Dying Declarations" "Public Records or Reports" and cases of "Reported Testimony". Most of the above exceptions are more the concern of the attorney than the officer but it sometimes is helpful if the policeman knows their definitions.

A point that must be foremost in the mind of the arresting officer is the fact that he is the field representative of the law, the judge and the jury. He truly is the guardian of the law. An excellent reference on this subject is *Police Handbook on Evidence* by Franklin M. Kreml, published by the Northwestern University Press.

## Catchem by the Toe...

The statement about committing the "perfect crime" almost was proven true recently in a small town in Scotland. As usual, the criminal made one little mistake.

The "job" under discussion was a small hardware store and the cracking of the safe was an easy thing to one who knew the habits of the owner. One night when the owner was away from the premises, the job was undertaken successfully . . . or at least that is what the criminal thought. He had read detective stories and knew the possibilities of the police finding a culprit by his footprints, so in order to outsmart them he carefully removed his shoes . . . This gave him the quality of stealth and with great care he "blew" the safe. Somehow the door didn't quite come off and it was necessary to use a crowbar to do the job. Being a very clever individual the criminal removed his socks, and used them on his hands as gloves . . . No sir . . . no fingerprints would catch him. Standing on the safe to get the leverage most needed, the door came off in no time. The robbery was committed and the thief on his way. He was picked up next day as a suspicious character seen around the vicinity of the robbery. Of course they dusted for prints . . . and came up with one . . . the criminal's big toe . . . That was identification enough to convict him. It was the first case of its kind in Scotland.

# LETTERS

1403 North Park St.  
Shawnee, Oklahoma

Dear Mr. Lawder,

... the average American policeman is, after all, a human being the same as millions of other Americans and that in spite of his limitations, personal and political, which are beyond his control, he is doing a pretty fair job of keeping the community secure. He is generally eager to learn more about his task and will spend much of his off-duty time trying to better himself, not alone for personal advancement, but to make himself a better officer for the community good. He is too often misunderstood by the general public, and dealt with unfairly by the press of our nation who are inclined to belittle or over glorify his activities. He has banded himself into various professional organizations of law enforcement officials, each group trying to further the particular ends of their own and if the general body of officers benefits, it is only incidental.

It is the last condition, stated above that makes your magazine particularly appropriate at this time. The organizational publications have tried their best to perform a task that, because of their very nature of their organization, is bound to be slanted to their own particular group. This is not intended as a derogatory criticism, but as a statement of fact. An independent organ can very effectively promote "Law and Order" and I cannot but feel strongly that it will be supported by the majority of law enforcement officers across the land. I certainly wish you every success in this venture and if, in my small way, I can help from time to time, will be glad to do so.

Harold H. Bonner

(Editor Note: Chief Bonner has retired as Chief of Police in Shawnee and is currently studying for a degree in sociology, government and psychology. When he is finished his college he will re-enter the field of law enforcement in some capacity connected with juvenile control.)

January 6th 1953  
Police Department  
Preston, Idaho

Dear Sir:

I have just completed reading your January issue of LAW and ORDER and am taking this opportunity to compliment you on turning out such a fine magazine. I feel, as I know other law enforcement officers feel, that all departments should work together for the mutual good of all. I think this magazine will help us individually to do a better job by knowing more about how other agencies are solving their problems.

I was very much interested in your article "The Law and the Drunken Driver." Would appreciate very much if you would forward me ten copies of this article to pass on to others who are faced with the same problem and are seeking an answer to it.

I am looking forward to the next issue of Law and Order.

Respectfully yours,  
L. D. Allred, Chief.

Lincoln, N. H., January 22, 1953

Dear Mr. Editor,

... One of the greatest menaces on the highway today is the speeder, come what may, stiffer penalties, speed traps and radar cameras, the speeders will still remain. The only solution to this wanton killing is the standarization of speed laws, and a strong State law calling for every motor vehicle

(emergency vehicles excluded) to have a governor controlling their speed, to be inspected periodically by State appointed garages.

No doubt this article will draw a lot of "pros" and "cons," there is no question the States would lose a lot of revenue from the offenders but think of the countless number of lives that would be spared . . . and last but not least the ever increasing insurances would drop.

Fred L. Johnson, Chief of Police

Dear Mr. Copp,

I appreciate your complimentary comments on the pamphlet distributed to our school pupils. 7000 copies were handed to the children in all public, parochial and private schools in our town.

I would not pose as the originator of this pamphlet. Chief Colin Gillis of Revere, Mass. had distributed these pamphlets to the Revere children prior to the Brookline distribution.

Adult sex offenders, particularly in relation to actions involving very young girls, is a serious problem. If these pamphlets can prevent even one case of carnal abuse, it will be well worth the effort.

James W. Tonra, Chief of Police  
Brookline, Mass.

## "More than Money"

(Continued from Page 9)

of a funeral home to take a last look at a comrade who had met death, in harness, for you? Did you see the unashamed tears course down their cheeks?

Why be a Policeman? There are so many reasons—the frightened people who need help, the man's job to do, the comradeship, the pride in the blue uniform, the vision of the future.

Vision of the future? Yes, you see down the years ahead of you a profession, an honored profession which you helped to make, properly paid, properly equipped, and respected by all. You see smartly uniformed, eager, alert young men of courage answering at roll call as they close ranks with the good elements of our society in the service of our people. You see advances in crime prevention, crime detection, personnel selection and training. You feel your part in this young, vigorous profession which is forging so rapidly to the front.

Perhaps you are sentimental but you look back over the years and you gaze steadfastly into the future, and you hear your little grand-daughter say, "I'm glad my gran is a policeman; he's not afraid of anything."

So you lift up your chin and you look out over your city, the city you have served for a quarter of a century, and you say to yourself "I'm glad, too, that I'm a policeman." And you feel fully repaid. For there are still men who know that honor, and courage, and loyalty and faithfulness, mean . . . more than money.

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# The Traffic Institute



## Training Men In Leadership

(Continued from  
Page 5).

Their Use (a course designed for state directors of driver licensing, chief examiners, etc.), Traffic Engineering Techniques and many other allied subjects.

The Institute has also a field service that is available to states and cities. Upon invitation, they will make comprehensive surveys of any existing problems. Inasmuch as the Institute is a non-profit organization, all surveys are undertaken on a cost basis. Generally the contract with a city will read . . . "Not to exceed \$ . . .". Recently a survey was \$600 less than estimated. Only the travel expense, salary of investigator and his living expense plus a small fee for the Institute overhead is charged in the contract's cost.

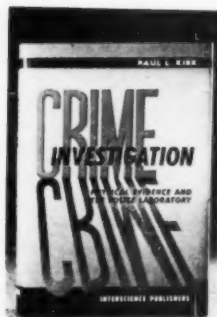
The members of the Institute and the IAPC Traffic Division on staff are seasoned "veterans" with many years of practical experience. Legal authorities such as Robert L. Donegan and Judge E. C. Fisher are members of the faculty.

Many helpful text books and manuals for police officers are published by the Institute. Their publications also include a monthly TRAFFIC DIGEST and a quarterly TRAFFIC REVIEW which keep public officials posted in the latest developments in traffic control. Traffic news and articles are also furnished to the POLICE CHIEFS NEWS, the official publication of the International Association of Chiefs of Police.

Strangely enough some cities pay for a survey of a certain problem area and after spending several thousands on the project, take the Institute's recommendations and just table them without making the recommended improvements in the situation.

Much research has been done on the acute problem of "off street parking." The Institute urges strict enforcement of the parking meters. There are towns that just watch the clock on the meter to see if the red violation pops up. If parking is just one hour, the cars should be marked on the tires. This removes the possibility of a driver running out each hour to put a coin in the meter and thus park all day for 40c. The Institute advocates that the revenue from meters be put in a special fund, so that at the end of a certain period, funds will be available to purchase property for "off street parking."

The most important phase of the Institute's work is the training of men. These men go into the field and train others. By study and observation great strides have been made in traffic safety. The key to this progress is



## Book Review

**Crime Investigation  
Physical Evidence  
and the Police Laboratory**  
by Paul L. Kirk, Ph.D.  
Professor of Biochemistry  
and Criminalistics  
University of California,  
Berkeley, California

Interscience Publishers, Inc., New York,  
1953 xxii, 784 p, illus., 23 cm (octavo)  
\$10.00 Library of Congress Catalog Card  
Number 52-11176.

Paul L. Kirk's "Crime Investigation" is an undertaking by one author to cover a lot of ground in one volume. Due to the scope of the field of criminalistics it seems that it is hardly possible to do a really good job in one volume. "Crime Investigation" is divided into two sections one of which, "Physical Evidence in General Criminal Investigation" leaves much to be desired in some places. The second section "Laboratory Operation and Techniques" is very good and since Dr. Kirk is a specialist in research laboratory work this is understandable.

The reviewer sees little practicality in the inclusion of extensive dated bibliographies following each section. As much of the material is out of print and the average reader will find it difficult to make use of research files of books and magazines as such files are far from common. For example a number of important new basic Kodak Manuals are not listed; as well as many of the more up to date works on firearms.

In the equipment section, the division on cameras is at odds with the photography section and comments as to the relative merits of the single lens and twin lens reflex cameras is hard to take. The author is evidently not familiar with the uses, and excellent results obtained with such cameras as the automatic Roliflex. Used in the manner that they are intended they are extremely hard to beat. They are not intended for lab use nor are many other cameras. They are good for field work where one does not like the bulk of a large press camera.

Likewise the comparison on the Graflex and the little .35 Exakta for photomicrographic work is not at all logical, since the author mentions them as reflex cameras both suitable for micro-photography; that they may be, but the Exakta is by far more practical.

"Crime Investigation" is a good book as a basis for preliminary study. Its faults can be over looked because of its extensive coverage. It would be well for it to be read and made available in the Police Library and in the reference shelves of the laboratories. It will be found to be useful and worth the investment, since there is little as extensive in coverage available.

David O. Moreton

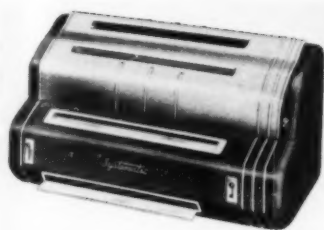
recognition of the fact that the only and best way to prevent accidents is to remove their cause.

It is well to note that students at the Traffic Institute come from all parts of the world to study the methods of coping with the traffic problem.

The Institute is doing commendable work in the training of men in a job of paramount importance to citizens everywhere.



## New Products and Methods



A new complete all-in-one photocopying machine is now available.

**American Photocopying Equipment Co., 2849 North Clark St., Chicago 4, Ill.** This unit incorporates all the advantages of Apeco Auto-Stat and an automatically controlled light intensity printer, eliminating the necessity of a separate printer and timer.

The machine is a complete photocopying department in a single compact cabinet that eliminates the need of a dark room. It measures 24" long and 10" wide x 11" high.

The Apeco Systematic Auto-Stat 1 unit photocopier works on a light intensification and transfer facsimile principle and employs two different types of paper. Both papers are coated with special emulsion developed by the makers of the unit.

The original to be copied is fed through the exposure slot along with a sheet of No. 1 paper. The No. 1 and No. 2 papers are then passed together through the Auto-Stat portion of the copier. The operator then simply peels the two sheets apart. That is all there is to it. There is no developing, no fixing, no washing, no drying, no separate timer or printer. A finished copy can be made in less than 30 seconds.

In normal use, an inexperienced operator can produce a minimum of 100 copies per hour. The unit is designed to handle letter and legal size copies as well as larger copies up to 11" x 17". There are no limitations as to type of papers, documents or originals that can be copied . . . regardless of whether the original is printed on one or both sides . . . or opaque or translucent paper. For more information write directly to the manufacturer. **Refer to No. 8 L & O Service Card.**

### Communications Monitoring Equipment

**Presto Recording Corp., P. O. Box 500, Hackensack, N. J.** has developed a specialized tape recorder monitor for municipal, state police and central fire department radio, for use wherever the communications system must be monitored by recording.

The complete unit is designated the Presto C M-2 and consists of a relay rack containing two tape transport mechanisms, two recording amplifiers, power supply, relay and switch panel and speaker.

The most unusual feature of the equipment is the tape speed of one inch per second. The response obtained at this speed is uniform between 100 and 3,000 cps. The tape transport mechanisms accommodate 10 1/2" reels, and the recording is done on a dual track.

The CM-2 assembly will record for thirty-two hours with a single loading of tape. The only attention required during this period of continuous recording is to turn the reels over (invert them) at the end of the 16-hour period. At the 32nd hour the equipment is reloaded.

Prices and more detailed information are available from the manufacturer or circle No. 9 on the Reader Service Card.



### Movie Shorts for Police Public Relations

There is no doubt that police departments are vitally in need of every possible type of public relations publicity.

In an effort to counteract this situation, **Chief A. Lowell Hopkins of Redondo Beach, Calif.**, in collaboration with **William Zena of Riviera Productions**, also of Redondo Beach, completed a series of one minute movie shorts which show the many worth-while daily services of a police department to the citizens of its community. A professional narrator accentuates the outstanding work of police and calls for public support. At the end of each subject a title is available which localizes the action to any police department by stating the phone number of the police in city the films are shown.

Following is a list of the titles of the fifteen one minute films available:

- |                    |                    |
|--------------------|--------------------|
| 1. Chief           | 9. Survey          |
| 2. Rookie          | 10. Tagged         |
| 3. Vacation Daze   | 11. Teen Trouble   |
| 4. Prowler         | 12. Alarm          |
| 5. Accident Policy | 13. Child Guardian |
| 6. Lost            | 14. Shakedown      |
| 7. Distress        | 15. John Law       |
| 8. Bunce           |                    |

The films are designed to be sponsored by a local police department to be shown at their motion picture theatres, and is also available in 16mm sound size for programs at various club luncheons. When used in this manner, the entire series may be used as a fifteen minute film, following appropriate comment by a police executive calling attention to the numerous activities of the local police department.

It is the firm belief of the writer that every police department should get behind this worthy public relation project in their behalf, and give it wide distribution, as the producer has advised that should it be sufficiently utilized by the police, he will make further series available in the future.

For any further information regarding these films, an inquiry addressed to Chief Hopkins or Circle L. & O. No. 10 on the Reader Service Card.



### Portable Resuscitator

**The Mine Safety Appliance Co., Braddock, Thomas and Reed Sts., Pittsburgh, Pa.**, has a light weight portable apparatus for administering artificial respiration. Trade named the Pneolator, it is functionally simple and trouble free, and easily operated. Standard fittings on the equipment make it possible to use without special rigging or adaptors. The instrument has a 21 cubic foot oxygen supply, which is under ordinary conditions, quite adequate for most police emergency work. However, if unusually prolonged treatment is necessary and the supply is exhausted, any standard tank from a garage, welding shop, or factory can be hooked on without interrupting the flow, the training period in use and operation of the equipment is very simple.

In 1951 Captain Edwin R. Meyer of the Police Dept., Transportation Bureau, Trenton, N. J., was using a Pneolator unit in back of the Bureau's three ambulances on the many accident, gas, and heart cases. The Captain felt that prompt action on the part of his men undoubtedly saved many lives. For complete information and prices contact the manufacturer direct, or check No. 11 on the Reader Service card.



## From the Editor

The citizens of the United States may proudly say "Our police departments are better equipped than any other law enforcement agencies in the world."

We have modern cars with two way communication systems, the finest weapons, and a system of identification with a general clearing house of files in Washington. In our larger cities we have crime labs which utilize every scientific method this age has produced.

All of this equipment costs money—in fact, a great deal of money.

It is obvious that city government evidently puts a higher value on equipment than on men. Why is it easier to allot money for new equipment than to put it into the training of men?

Perhaps there are several reasons. Often a good salesman has sold an idea. He showed the town fathers how his equipment would help curb crime—and he made the sale. When visiting the next town he mentioned the "new equipment" just purchased by their neighbors. The town fathers couldn't risk having the criminals who were chased from the neighboring town creating a problem for them. So they purchased the same equipment and so on.

Then again, it may have been that the movies, or fiction have much to do with it. Stories of the laboratory scientist analysing the saliva stain on a cigarette stub to determine the blood type of an unknown person in the case, have done much to glamorize equipment.

Equipment represents progress in police work. It is an aid to law and order. However, more money should be put into men, educating them in the theory as well as the practical phases of their work.

The usual procedure for adding men to police departments today is to give them a standard examination. The top men are appointed and in cases start work the next day. It may be weeks before they get a chance to go to a county police school and perhaps a month before they can attend a State police school.

Law enforcement is a specialized vocation and it is as important to a community as its school teachers or any other professional group. Training should be provided for men before they enter service, and continued periodically thereafter.

Matching money put into men with that put into equipment will pay greater dividends to the community by providing better protection and better security.

## Do You Know ?

What is the estimated number of motor vehicles on the streets and highways of our nation today? What year was the Traffic Institute founded? How many fellowships are given by the Kemper foundation each year? Answers on Page 4.

What is a common excuse the teen age driver uses when detained because of a traffic infraction? Answer on Page 6.

How many sets of fingerprints are on file in the Philadelphia Police Department's Identification Bureau? Answer on Page 8.

What is the definition of the word "evidence"? Name the three classifications and give an example of each kind. Answer on Page 10.

What organization does a subversive group first try to disrupt? Answer is on Page 2.

Have toe prints ever been used in a court case of identification? Answer on Page 10.

## Random Shots:

By the time this book is in your hands, **LAW AND ORDER** will have moved into its new offices. We are in the Times Building, right at the crossroads of the world, 42nd Street and Broadway. The view from our 22nd floor window is toward the West and we can see the giant Liners come up the river to berth. It's a wonderful place to just put your feet up on the desk and look out of the window. Of course, being an editor, I can always tell the boss "I'm thinking" when I'm caught in such a position.

On our trip to the mid west we stopped off at Chicago to say hello to friends. We were introduced to a Police Surgeon, Dr. Eugene Carey. He is writing a book on the history of the Irish in Chicago. Doc has plenty of tales about leprechauns and will tell you the exact spot they used to appear. He's so good at spinning tales you'd almost believe in the "little old men". Doc is also doing the art work for the book and his illustrations are most interesting.

The distaff member of our staff is down New Mexico way. Miss Lillian Petranek sends us a report from Albuquerque where she interviews Chief Joe Romero.

In today's mail we received the first issue of the Texas Police Journal and have read it with great pleasure. We wish them a long and useful life.

We overheard two pedestrians talking. Both had waited for the light to change and as it did they stepped off the curb . . . but got no further. Cars making a right hand turn held them up so long that the light changed again before they could complete the crossing. Naturally they were very annoyed. One said to his friend, "Pedestrian crossings should be in the middle of each block. Paint white lines and put a walk light, synchronized with the corner lights. Then we'd get a break crossing streets." Don't worry, we didn't say anything. No need to get involved with the public.

The London police have a great reputation for efficiency. To call a policeman all one has to do is to dial 999 on any telephone. An old maid had need for a policeman but in her panic she dialed 666. This did not hinder police efficiency. Shortly, the door bell rang and when she opened it there were the two policemen—standing on their heads.

*Ed E. Lawder*

# He Went Out to Meet Them

WITH FLARES AND WHISTLES and blaring bugles, the Reds had been attacking fanatically all night. Wave after wave they came, in overwhelming numbers.

By dawn, Jerry Crump could see that his position alone was keeping them from overrunning L Company. Twice he went out to meet them with his bayonet. Once he retook a captured machine

gun. And four times he left shelter to bring in wounded comrades.

Now, an enemy soldier crept close unobserved. He lobbed a grenade. It landed squarely among the wounded men. Without a second's hesitation, Corporal Crump threw himself upon it, smothered the explosion with his own body, and saved his four companions' lives.

"I got hurt," says Jerry Crump, "but I got back alive. Because our armed forces have the finest medical equipment in the world—even at the front. And you helped put it there by investing in United States Defense Bonds."

Bonds are savings. But they mean production power, too. Helping provide the arms and equipment and care of every kind that give a fighting man more than a fighting chance.



*Corporal  
Jerry Crump  
U.S. Army*

*Medal of Honor*

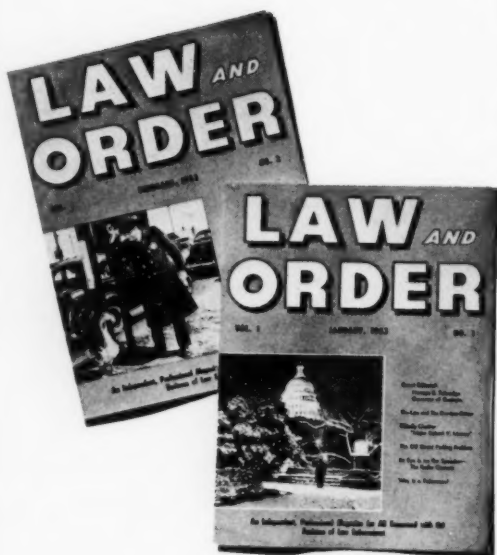


**Now E Bonds pay 3%!** Now, improved Series E Bonds start paying interest after 6 months. And average 3% interest, compounded semiannually when held to maturity! Also, all maturing E Bonds automatically go on earning—at the new rate—for 10 more years. Today, start investing in United States Series E Defense Bonds through the Payroll Savings Plan at work.

Peace is for the strong! For peace and prosperity  
save with U.S. Defense Bonds!



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*Written* expressly for Chiefs, LAW and ORDER already has a controlled police circulation of 5155. Each month its articles treat subjects vital to the men who maintain law and order:

- Traffic Control
- Youth
- What is the law
- Weapons
- The story of other police chiefs in "Chiefly Chatter"
- Inspirational guest Editorials
- Methods and Equipment
- Education and News

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**The American Police Force is the best equipped in the world! But, its buying is highly decentralized. For, a basic reason for its efficiency is that there is no central control . . . police work is a part of independent local government.**

Advertising in LAW and ORDER gives the manufacturer a direct, regular, and very economical medium through which to reach the chiefs who control buying for 5155 different police forces. Each is its own quartermaster and purchasing department.

Not before has there been such an economical medium—and one specialized for the interest of police chiefs alone, yet independent and free to report the latest and best in equipment and methods.



# LAW AND ORDER

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